CHAPTER 3.0 AFFECTED ENVIRONMENT AND IMPACTS

The analysis of impacts of the I-15 alternatives described in Chapter 2 examined three categories of impacts, as required by the Council on Environmental Quality (CEQ).

- *Direct impacts* are defined by the CEQ regulations as "effects which are caused by the [proposed] action and occur at the same time and place." For this project, an example of a direct impact would be taking a wetland for right-of-way for an interchange.
- *Indirect impacts* are defined by the CEQ regulations as "effects which are caused by the [proposed] action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate…" For this project, an example of an indirect impact could be urban development on farmlands or wetlands as a result of new access provided by the project.
- *Cumulative impacts* are defined by the CEQ regulations in 40 Code of Federal Regulations (CFR) 1508.7. The CEQ regulations define cumulative impacts as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time." Cumulative impacts include the direct and indirect impacts of a project together with the reasonably foreseeable future actions of other projects.

  Cumulative impacts also include the impacts of "other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions." For this project, an example of a past action in the I-15 study area is the construction of the Pleasant Grove and I-15 interchange. Examples of reasonably foreseeable future actions include the planned Frank Gehry Point of the Mountain development in Lehi and the planned widening of SR-68 Redwood Road in Northern Utah and southern Salt Lake counties. These reasonably foreseeable future actions are independent of the I-15 project, but must be considered in this Environmental Impact Statement (EIS) as part of the cumulative impacts analysis.

The following sections describe the existing conditions for each resource evaluated in this EIS. For each resource, the existing conditions description is followed by a description of the direct and indirect impacts of Alternatives 1 and 4, and the design options within Alternative 4. Section 3.19 of this chapter presents the cumulative impact analysis of the alternatives on those resources for which an impact has been identified.

Since publication of the DEIS, UDOT has selected a Preferred Alternative that includes Option C in American Fork and Option D in Provo-Orem. Designs for both have been modified slightly since publication of the DEIS, as described in Chapter 2. Throughout the FEIS, all impacts for these two options reflect updated designs, and so may differ from those described in the DEIS.

3.1 Land Use

The land use context of I-15 in both Utah and Salt Lake counties and the impacts of Alternatives 1 and 4 on land use are presented in this section. Since the construction of I-15 in the mid 1960's, the communities and lands in Utah County and southern Salt Lake County have developed around the existing I-15 corridor. A variety of land uses have developed adjacent to I-15, guided by local development controls exercised by cities and counties. Highway commercial land uses are generally associated with all existing I-15 interchanges.

As land use and land use planning have developed around I-15, and the majority of improvements in Alternative 4 are reconstruction and widening of the existing I-15 mainline and interchanges, this analysis is focused on those geographic locations where potential new interchanges and a frontage road system would be located. In the DEIS, four areas were evaluated: the Provo-Orem Options A, B, C and D including the new Orem 800 South interchange in Central Utah County, the American Fork Main Street interchange Options A, B, and C, and the North Lehi Interchange in Northern Utah County.

This evaluation was based on a review of the existing land use, local jurisdiction zoning maps and general plans, and discussion of the potential impacts of the I-15 alternatives with planning staff and other representatives from the Cities of Provo, Orem, American Fork and Lehi.

The existing land uses as depicted in the Utah County assessor parcel database (Utah County, 2007) were used as a baseline. These land use maps and any planned land uses near the I-15 corridor were discussed in meetings with staff from the cities of Provo, Orem and Lehi.

3.1.1 Affected Environment

3.1.1.1 Existing Land Uses

The existing land uses for Provo, Orem, American Fork, and Lehi were obtained from the Utah County Assessor's parcel database (Utah County, 2007) and are shown in Figures 3.1-1 through 3.1-4. The database was current as of January 2007.

The Cities of Provo and Orem are in the Central Utah County Section of the I-15 corridor. The existing land uses in Provo adjacent to I-15 are mostly residential on the west side and a mix of residential and commercial on the east side. Some limited government/utility and agriculture uses also exist. In the City of Orem adjacent to I-15 on the west and south sides of the city, the most prevalent existing land use is commercial. East of I-15 and north from 800 South more residential uses exist.

The City of American Fork is in the Northern Utah County section of the I-15 corridor. The existing land uses in the area of the existing Main Street interchange are commercial and low density residential, with agricultural uses to the west of the interchange.

The City of Lehi is in the Northern Utah County section of the I-15 corridor. The existing land uses in Lehi adjacent to I-15 are mostly commercial on the west side and a mix of vacant land and commercial use on the east side. The large residential developments of Traverse Mountain and Thanksgiving Point lie within ¼ to ½ mile of I-15. A large new commercial office park development has been approved directly south of the Thanksgiving Point residential development, but has not yet been built.

3.1.1.2 Land Use Controls - Planning and Zoning

Land use planning in Utah is done at the local level. Utah Code 10-9a, the Municipal Land Use Development and Management Act (1992), empowers cities and towns to enact zoning and the regulation of land use within their boundaries. The County Land Use Development and Management Act (UTC 17- 27a) does the same for county jurisdictions. These two acts are commonly referred to as local "enabling" acts and form the controlling law for zoning in Utah. The enabling acts allow local jurisdictions to prepare and adopt a zoning ordinance through their law-

making powers. Frequently, the zoning ordinance consists of the text and a zoning map illustrating land use classifications within the jurisdiction. The zoning ordinance describes land uses that are allowed within each of the land use classifications, or "zones," defined by the ordinance.

The Cities of Provo, Orem, American Fork, and Lehi have zoning ordinances and zoning maps that guide development within their cities. These are shown in Figures 3.1-5 through 3.1-8. Each of these cities also adopted general plans and general plan maps. These are shown in Figures 3.1-9 through 3.1-12.

3.1.1.3 Local Transportation Plans

The Provo Transportation Master Plan identifies needed state-funded long-range transportation improvement projects. These include reconstruction of the Center Street interchange and reconstruction of the I-15 structure over 820 North.

The Cities of Orem and Lehi also have transportation plans that identify specific proposed new I-15 interchange locations. The City of Orem's "Southwest Area Transportation Study (SWATS) Final Report" identified the need for a new interchange at Orem 800 South to alleviate the poor levels of service and congestion in that area of the city (Horrocks, 2003). The City of Orem Master Plan was adopted in the Summer of 2007 (Goodrich, 2008). The City of American Fork's General Plan, Transportation Element (Horrocks, 2004) identifies the continuation of Main Street to the west of the I-15 interchange as a major arterial on the same alignment as the existing Main Street. The City of Lehi's Master Transportation Plan (MTP) (Lehi, 2004) identifies two sites for new interchanges with I-15. One located at 300 West and another located north of SR-92, west of the Traverse Mountain development.

3.1.2 Land Use Impacts of Project Alternatives

The impacts of Alternative 1 and 4 on existing land use, zoning, and general plans were assessed through discussions with planning staff from each of the Cities of Provo, Orem, American Fork, and Lehi. Planning staff and other representatives from these four cities provided input as to the potential impacts of Alternative 4 on land use, zoning and general plan provisions of their respective cities. The following evaluation is based on their input and a review of their adopted land use, general plans, and zoning. Direct impacts to specific properties are described in Section 3.4 Relocations.

3.1.2.1 Alternative 1: No Build

Alternative 1 would not impact land use, zoning or general plans as no changes would be made to I-15. As Alternative 1 only contains I-15 rehabilitation and maintenance, it would not be consistent with the City of Orem's SWATS Final Report, the American Fork Transportation Element of their General Plan, nor the City of Lehi's Master Transportation Plan.

3.1.2.2 Alternative 4: I-15 Widening and Reconstruction

Through discussions with City Planning Department staff and other representatives from Provo, Orem, American Fork, and Lehi, the I-15 team confirmed that the existing land use maps shown in Figures 3.1-1 through 3.1-4 accurately depict existing conditions and changes that have occurred or have been approved since January 2007. Additionally the general plan and zoning maps for each city were reviewed with the staff members of each city[1]. The I-15 project team also consulted with the City of American Fork staff. American Fork provided a resolution regarding I-15 (Knobloch, 2007).[2]

In most sections of the I-15 Corridor, the existing general plans, land use planning, and zoning are not anticipated to change with the reconstruction of I-15 under Alternative 4. These planning documents were developed based upon the existing I-15 corridor, and planned improvements to the corridor. Although Alternative 4 would reconstruct

[1] Meetings were held July 18, 2007 with Kim Struthers, City of Lehi Planning Department; Connie Douglas and Paul Goodrich, City of Orem Planning Department; and Brent Wilde, City of Provo Planning Department.
[2] Personal communication with Wendelin Knobloch, City of American Fork Planning Department, November 2, 2007.

existing interchanges and have a wider footprint, the land use plans, zoning, and general plans are not expected to change because of the reconstruction.

There are three areas where substantive changes in I-15 access would occur with Alternative 4: 1) the Provo/Orem area (Options A, B, C and D), 2) the proposed new Orem 800 South interchange, and 3) the new North Lehi interchange. These changes may impact land use and planning. In addition, the three design options for the American Fork Main Street Interchange may have differing impacts on land use and planning.

Provo/Orem Area

The planning staff from the cities of Provo and Orem indicated that the zoning identified in the City of Provo and the City of Orem Zoning maps, illustrated in Figures 3.1-5 and 3.1-6, respectively, and the uses identified in the City of Provo, and the City of Orem General Plans, illustrated in Figures 3.1-9 and 3.1-10, respectively, will not be changed by the construction of any of the Alternative 4 Options. The City of Provo passed Resolution 2007-65 in July 2007 supporting a frontage road system with limited access and reconstruction of the Provo Center Street interchange to a SPUI. The City of Orem City Council passed Resolution R-07-0025 on June 26, 2007 that is in support of Option A; this option includes frontage roads. A copy of these resolutions can be found in Appendix A.

Alternative 4 is consistent with the two interchange and overpass reconstruction projects contained in the Provo Transportation Master Plan. That plan did not address frontage roads. As discussed below, the proposed Orem 800 South interchange in Options A and C is consistent with the City of Orem's Southwest Area Transportation Study; it identified the need for an interchange at this location.

Orem 800 South Interchange

Options A and C include a new diamond interchange at Orem 800 South. This interchange would include new on-ramps and off-ramps adjacent to the freeway. On the western side of the freeway the proposed interchange would connect to Geneva Road. On the eastern side, a new approach to the diamond interchange under Options A and C would be constructed approximately 600 feet north of the centerline of the existing Orem 800 South roadway. The 800 South interchange would result in encroachment onto existing residential development, land owned by Utah Valley State College (UVSC) and commercial zoned land on both sides of the freeway.

The primary impact would occur to the east of I-15. The new interchange could be an impetus for minor change in the land use adjacent to and in close proximity to the interchange because of increased interstate access.

The City of Orem General Plan identifies future land uses near this interchange as primarily commercial, with some residential use proposed to the northeast. A small area of land currently zoned, or planned, for future residential and commercial uses would be converted to roadway use as a result of this project.

City of Orem planning staff indicated that the land use designations and zoning identified in the City of Orem zoning and General Plan maps, in Figures 3.1-6 and 3.1-10 respectively, will not be changed by Alternative 4.

American Fork Main Street Interchange

The planned land use is defined in the City of American Fork's General Plan as Commercial, with Low Density Residential to the southwest, and Agriculture further to the west. These land use designations are shown in Figure 3.1-11.

Option A Diamond and Option C North SPUI would provide continued access to existing land uses and planned commercial, residential and agricultural uses in the vicinity of the interchange. These two options are not expected to change the land use designations in the General Plan. Options A and C would generally be consistent with the Transportation Element of the City of American Fork's General Plan. The City of American Fork passed a resolution (Resolution No. 07-01-02R, included in Appendix A and D of this FEIS), which states that Option C is preferred by the City (January 2008).

Option B South SPUI would be incompatible with the General Plan and would likely result in changes in land use designations. Resolution 07-01-02R states that Option B "would render a significant portion of land area now being developed for commercial purposes largely inaccessible, would be harmful to the establishment of a viable residential environment in the western portion of the City, and destroy the viability of the existing business district."

North Lehi Interchange

The Lehi Master Transportation Plan identifies a possible new interchange at the location proposed by Alternative 4. The City of Lehi planning staff indicated that increased interstate access due to the new SPUI interchange is not likely to be an impetus for major change in the land use adjacent and in close proximity to the interchange. The interchange may, however, affect the pace of projected growth and influence the nature of development in this area. The existing land uses and both approved and preliminary planned development are ongoing and will only be influenced by better access and reduction of congestion provided by Alternative 4. An example of a recently approved development is the Office Park approved July 2007, illustrated in Figure 3.1-4. A preliminary planned project example is the Gehry project on the east side of I-15 north of the residential development, Traverse Mountain. Lehi planning staff confirmed that the uses identified in the City of Lehi Zoning map in Figure 3.1-8 and the City of Lehi General Plan Land Use Element, illustrated in Figure 3.1-12, would not be changed by the construction of Alternative 4.

The North Lehi interchange in Alternative 4 is compatible with the Lehi Master Transportation Plan in that it is generally synonymous with the Traverse Mountain interchange referred to in their plan.

Impacts on Growth

According to MAG's long-range plan, Utah County's population grew by 66% during the 1990's, which was twice the growth rate of the rest of the Wasatch Front. In contrast, since 1990 the capacity of the state road system in Utah County has increased by 1%. With a projected 83% growth in population over the next 30 years, the majority of growth will occur in the northern and western parts of Utah County with some growth in the southern part of the county.

The growth of suburbs throughout the past 30 years reflects a trend in land use resulting in a low-density development pattern in Utah County. The current land-use plans suggest this pattern will continue.

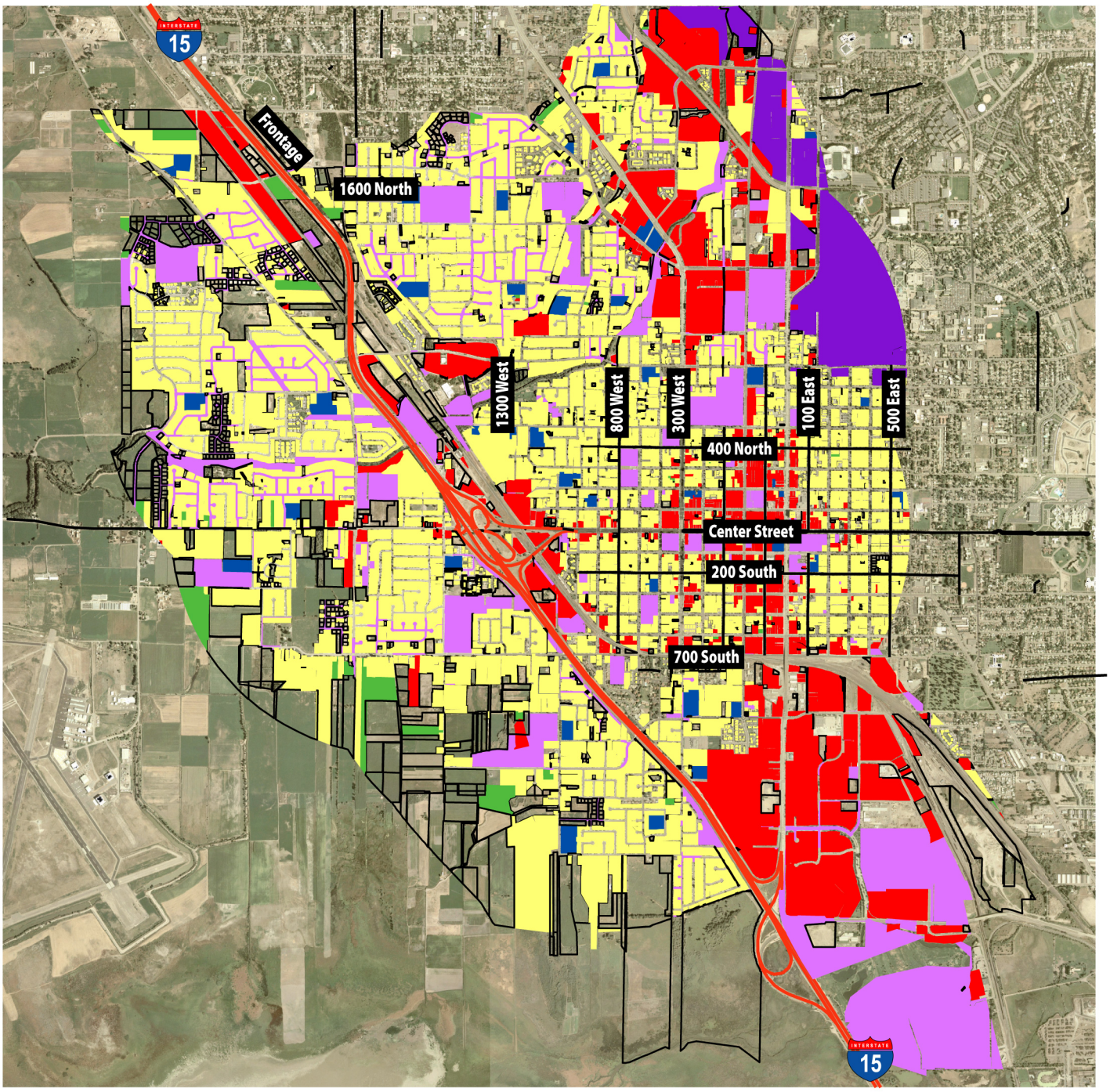
Given the past and predicted growth in Utah County, and the very small increase in roadway capacity relative to that growth, Alternative 4 would generally serve to accommodate previous growth and travel demand, and facilitate the continuation of the general plans developed by local jurisdictions. Alternative 4 would therefore not induce additional growth but would accommodate growth that has already occurred, in addition to that which is planned.

Indirect Impacts

The implementation of frontage roads through the Provo/Orem Options A or B may result in pressure to develop existing residential and other lands to commercial uses. Implementation of Option B South SPUI at the American Fork Main Street interchange would likely result in pressure to redevelop existing agricultural and low density residential lands west of the interchange to commercial uses.

3.1.3 Mitigation

Since no adverse impacts to land use were identified, no mitigation is proposed.



Scale in Miles

0 0.5 1 2

Figure 3.1-1

Existing Land Use in Provo

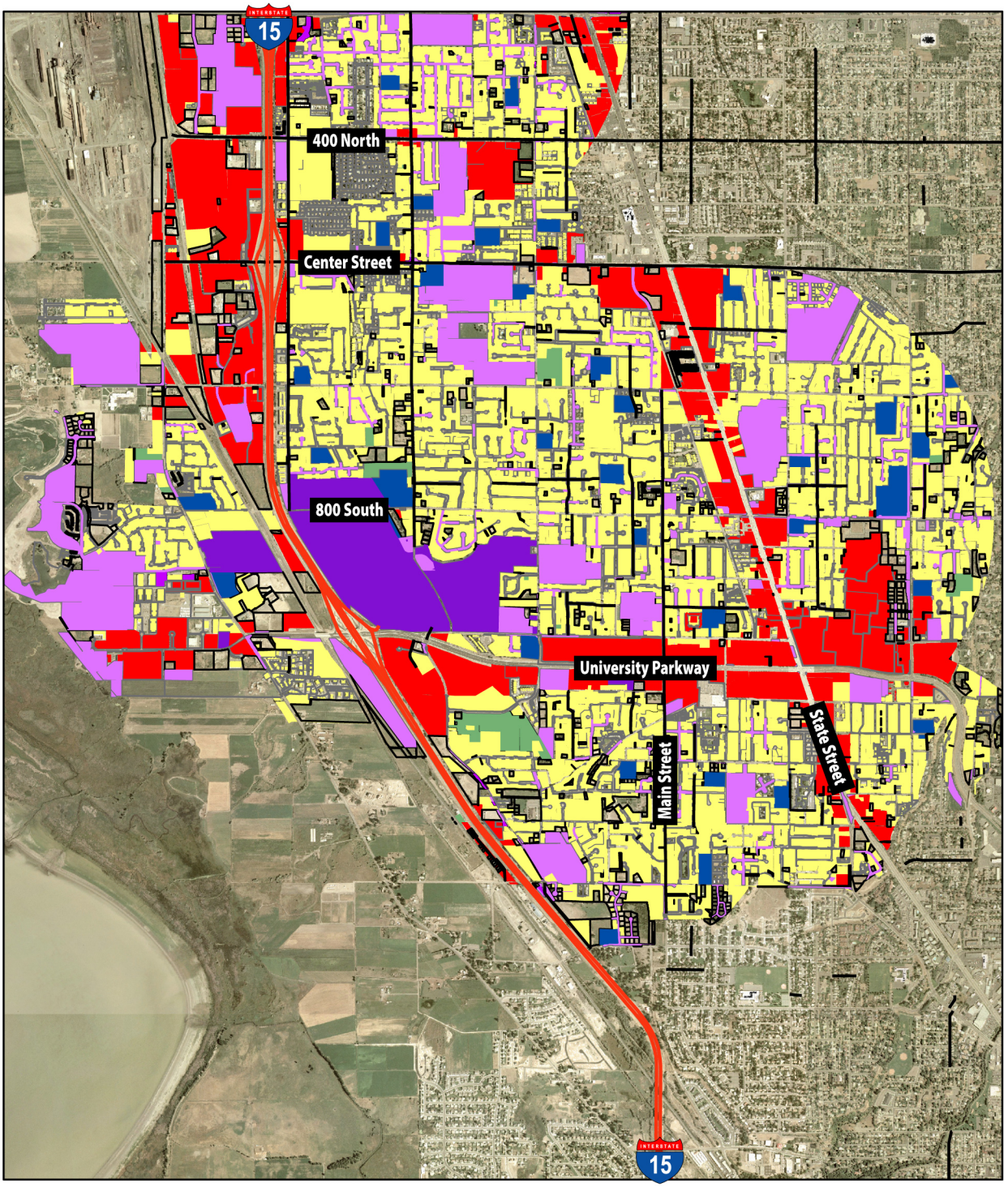
LEGEND:

- Agriculture
- Vacant
- Government, Utilities, Exempt
- University
- Commercial
- Religious
- Residential

Sources:

1. Utah County GIS; URL: http://ims2.co.utah.ut.us/website/download1/data.cfm
2. Personal communication between Brent Wilde, City of Provo, and Lani Eggertsen-Goff, PB; July 2007

N



Scale in Miles

0 0.5 1

Figure 3.1-2

Existing Land Use in Orem

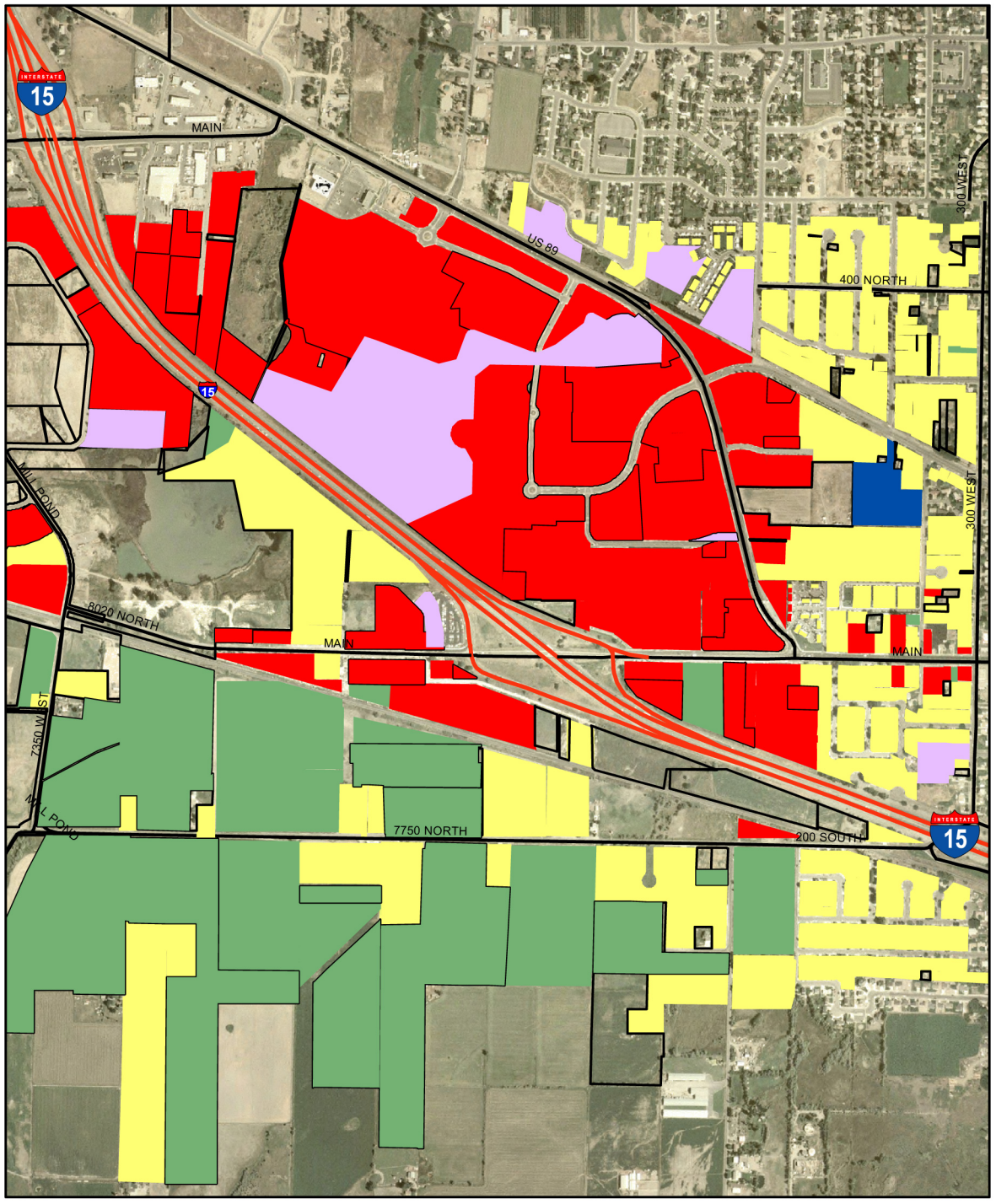
LEGEND:

- Agriculture
- Vacant
- Government, Utilities, Exempt
- University
- Commercial
- Religious
- Residential

Sources:

1. Utah County GIS; URL: http://ims2.co.utah.ut.us/website/download1/data.cfm
2. Personal communication between Paul Goodrich & Connie Douglas, City of Orem, and Lani Eggertsen-Goff, PB; July 2007

N



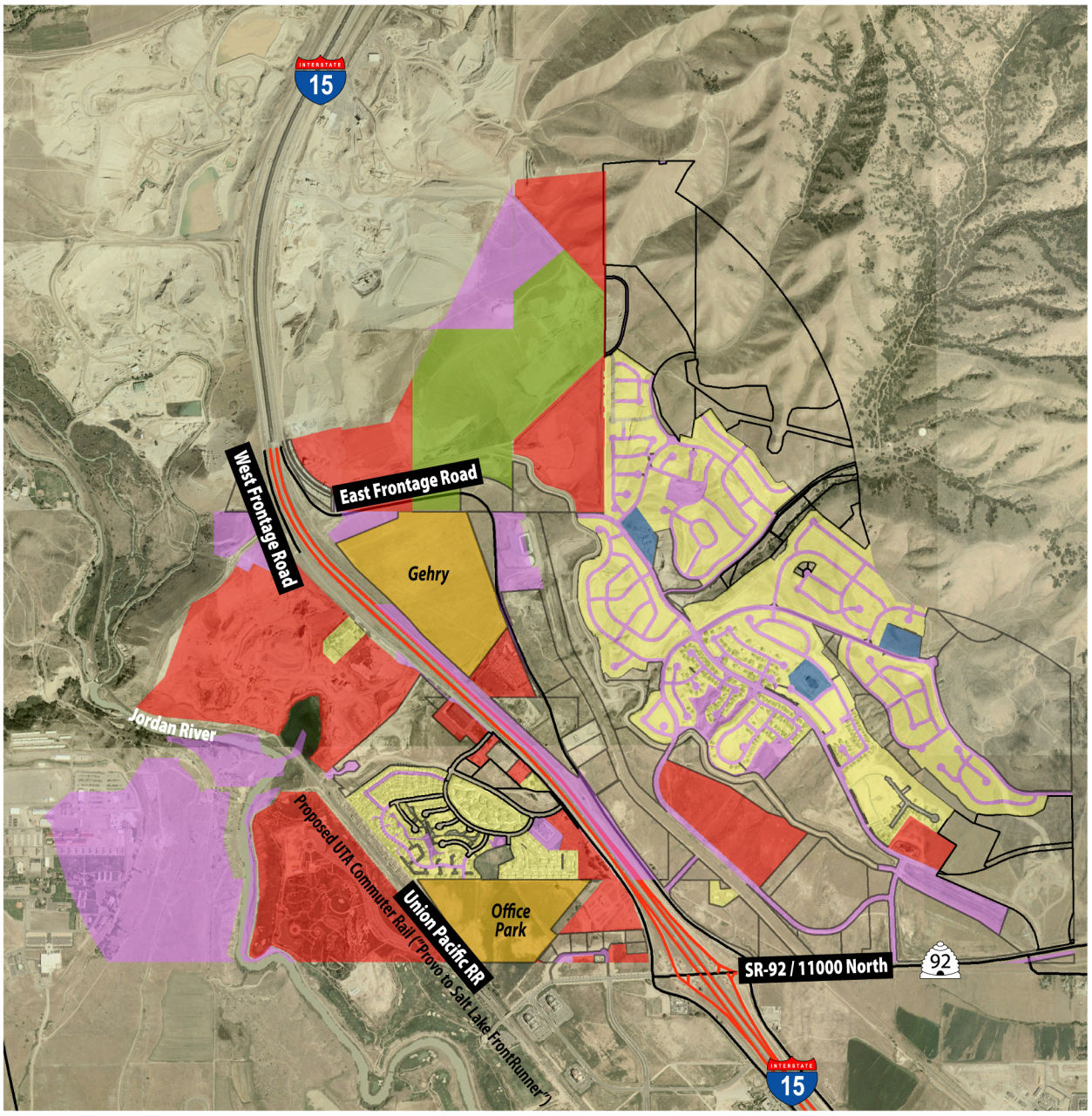
Scale in Miles
0 0.2 0.4

Figure 3.1-3
Existing Land Use in American Fork

LEGEND:
- Agriculture
- Vacant
- Government
- Commercial
- Religious
- Residential

Source:
Utah County GIS; URL: http://ims2.co.utah.ut.us/website/download1/data.cfm

N



Scale in Miles

0 0.25 0.5 1

LEGEND:

- Vacant
- Commercial
- Religious
- Government, Utilities, Exempt
- Residential
- Approved not built
- Recreation

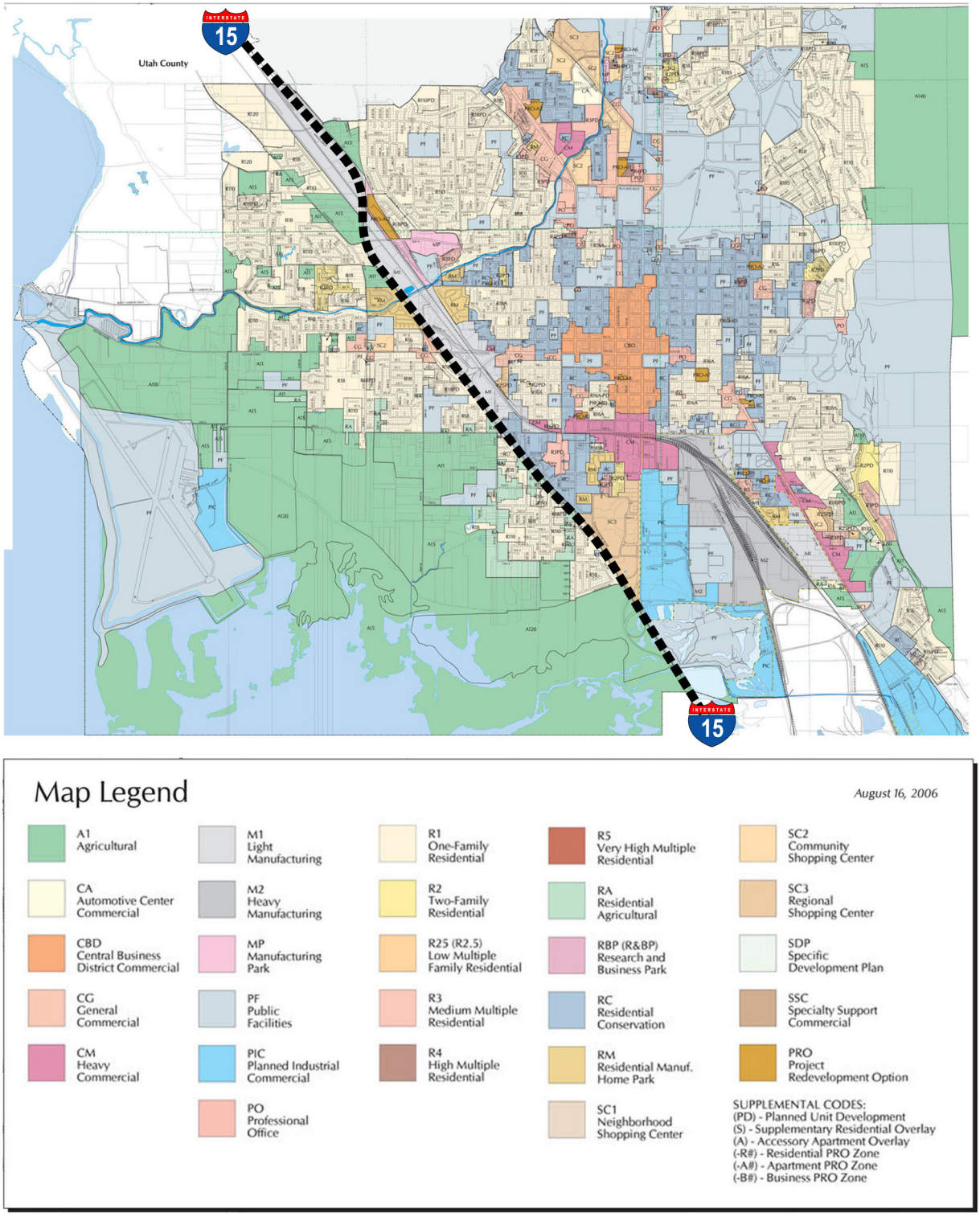
Sources:

1. Utah County GIS; URL: http://ims2.co.utah.ut.us/website/download1/data.cfm
2. Personal communication between Kim Struthers, City of Lehi, and Lani Eggertsen-Goff, PB; July 2007

N

Figure 3.1-4

Existing Land Use in Lehi



NO SCALE

Figure 3.1-5

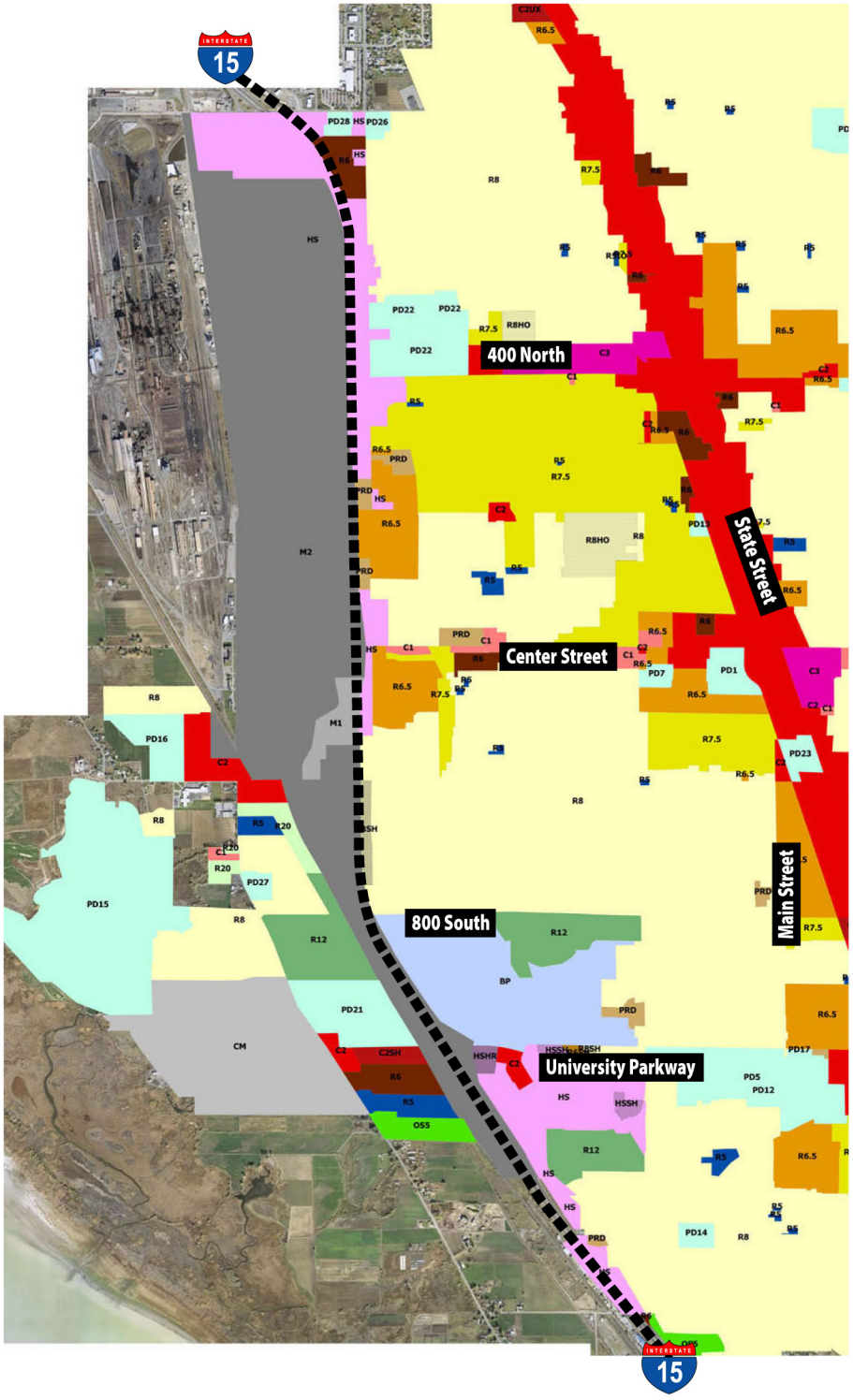
Zoning Map of Provo

LEGEND: See Map

I-15

Source:
Provo City Website, 2007; URL: http://www.provo.org/comdev.zonemap.html

N



City Boundary
Streets
Zones

- R5, R5IO, R6, R6SH, R6.5, R7.5 — Medium Density Residential
- R8, R12 — Low Density Residential
- R20 Rural Residential
- PRD Planned Residential
- BP Business Park
- C1, C2, C2SH, C2UX, C3, C3HO — Commercial
- HS Highway Services
- PO Professional Office
- OS5 Open Space
- PD Planned Development
- CM, M1, M2 — Manufacturing

NO SCALE

Figure 3.1-6
Zoning Map of Orem

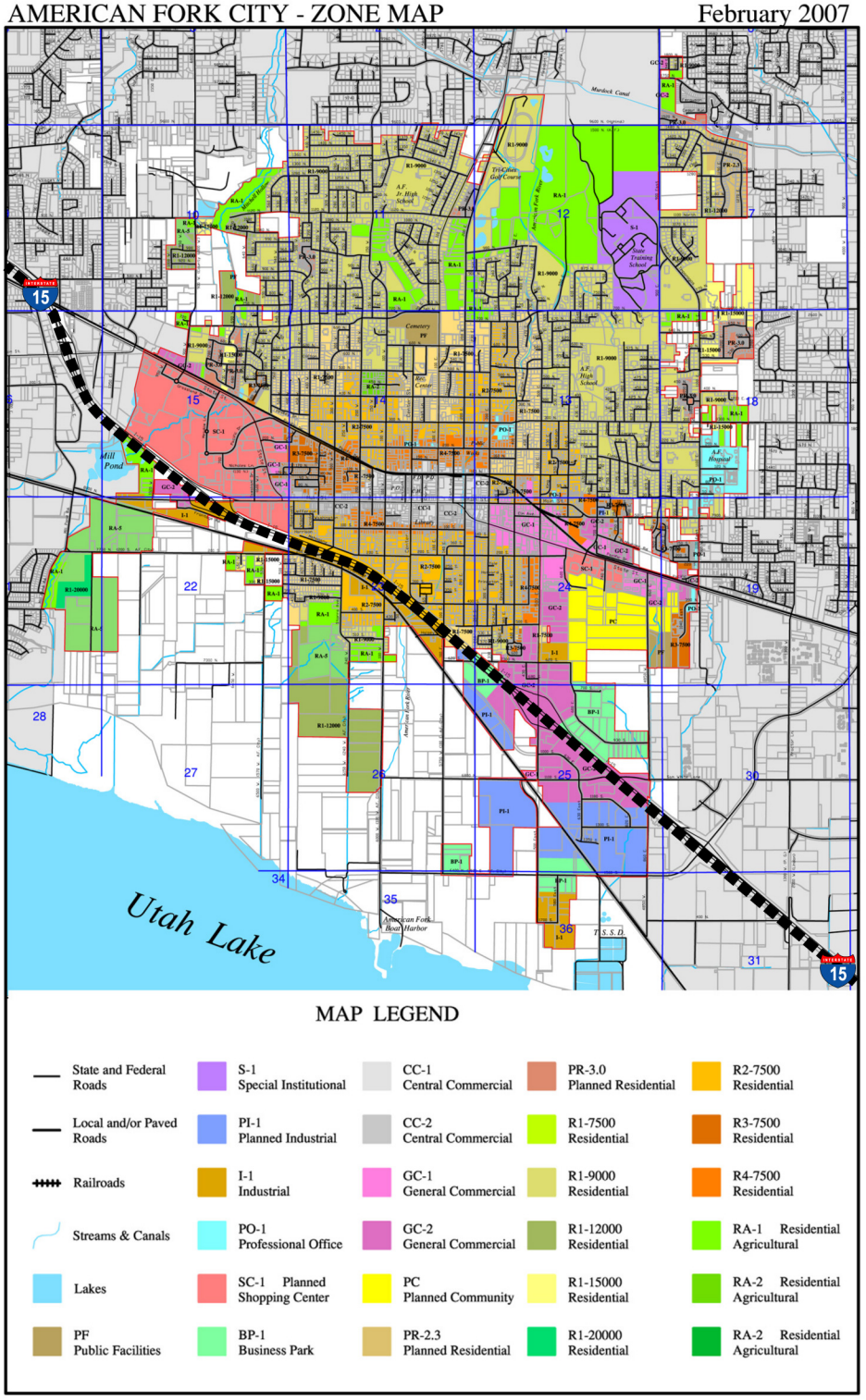
LEGEND: See Map

I-15

Source:
Orem City, 2007

N

AMERICAN FORK CITY - ZONE MAP February 2007



NO SCALE

Figure 3.1-7

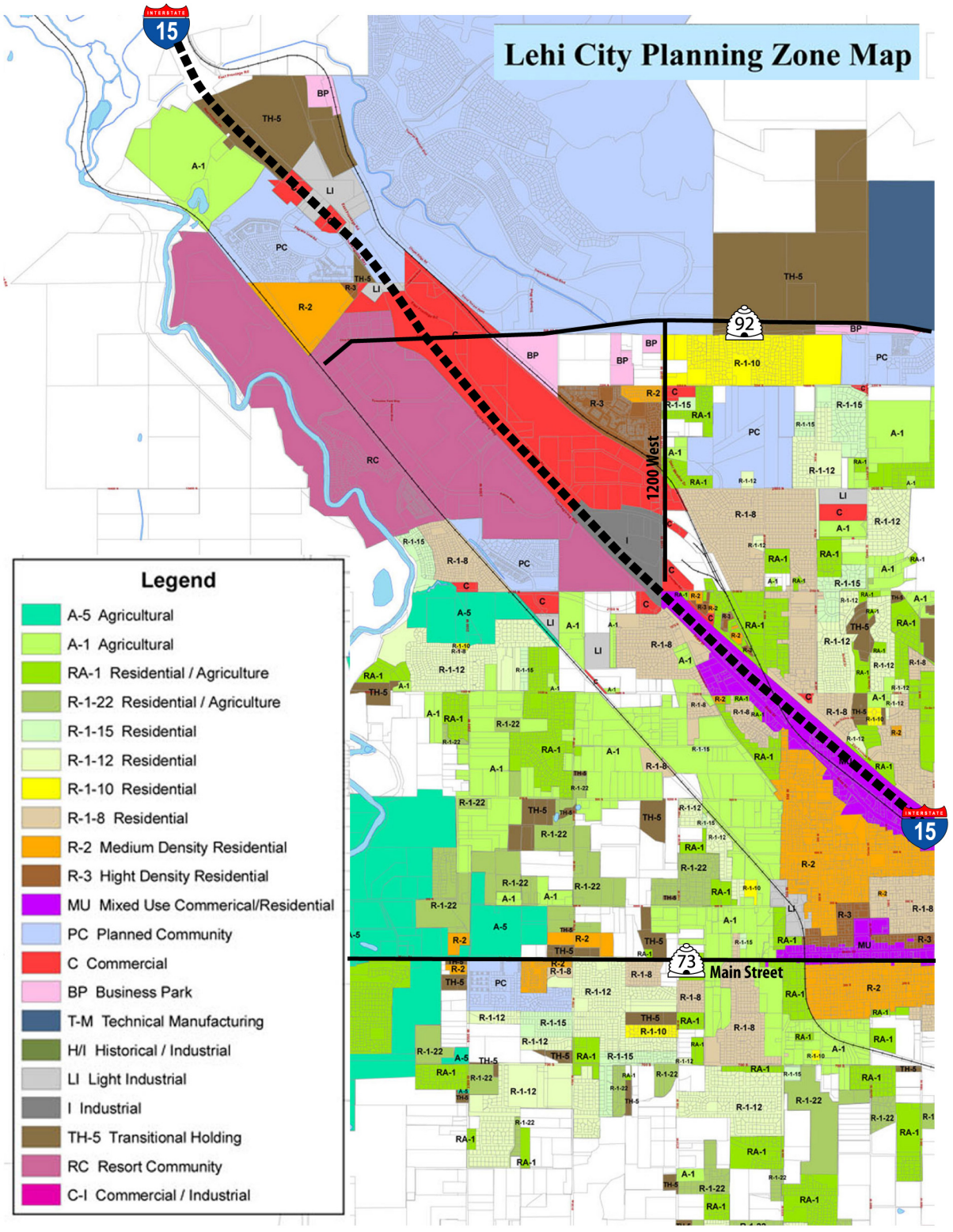
Zoning Map of American Fork

LEGEND: See Map

I-15

Source:
American City, 2007 website; URL: http://www.afcity.com/DE_Planning.asp

N



NO SCALE

Figure 3.1-8

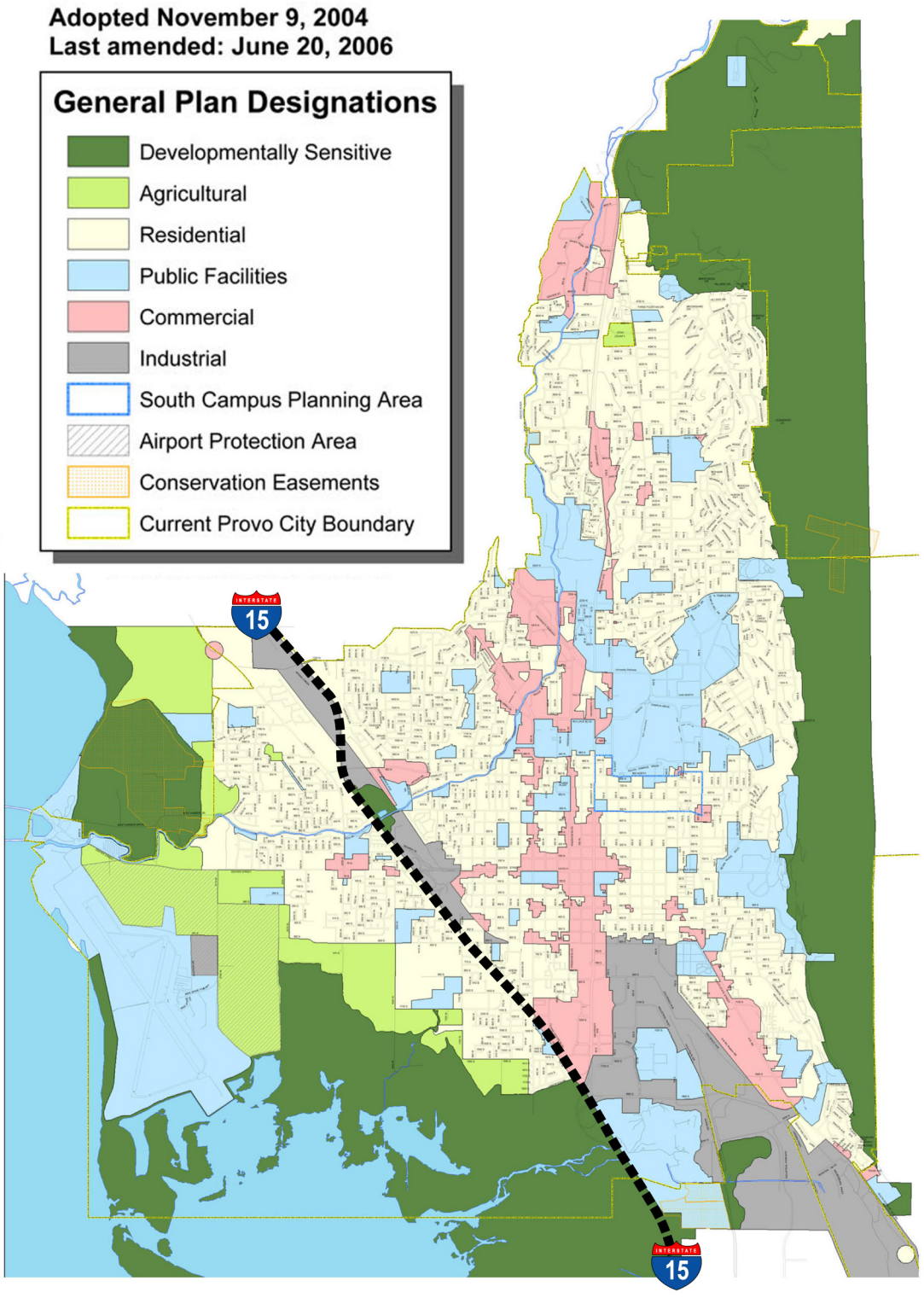
Zoning Map of Lehi

LEGEND: See Map

I-15

Source:
Lehi City Website, 2007; URL: http://www.lehicity.com/planning/maps.shp

N



NO SCALE

Figure 3.1-9

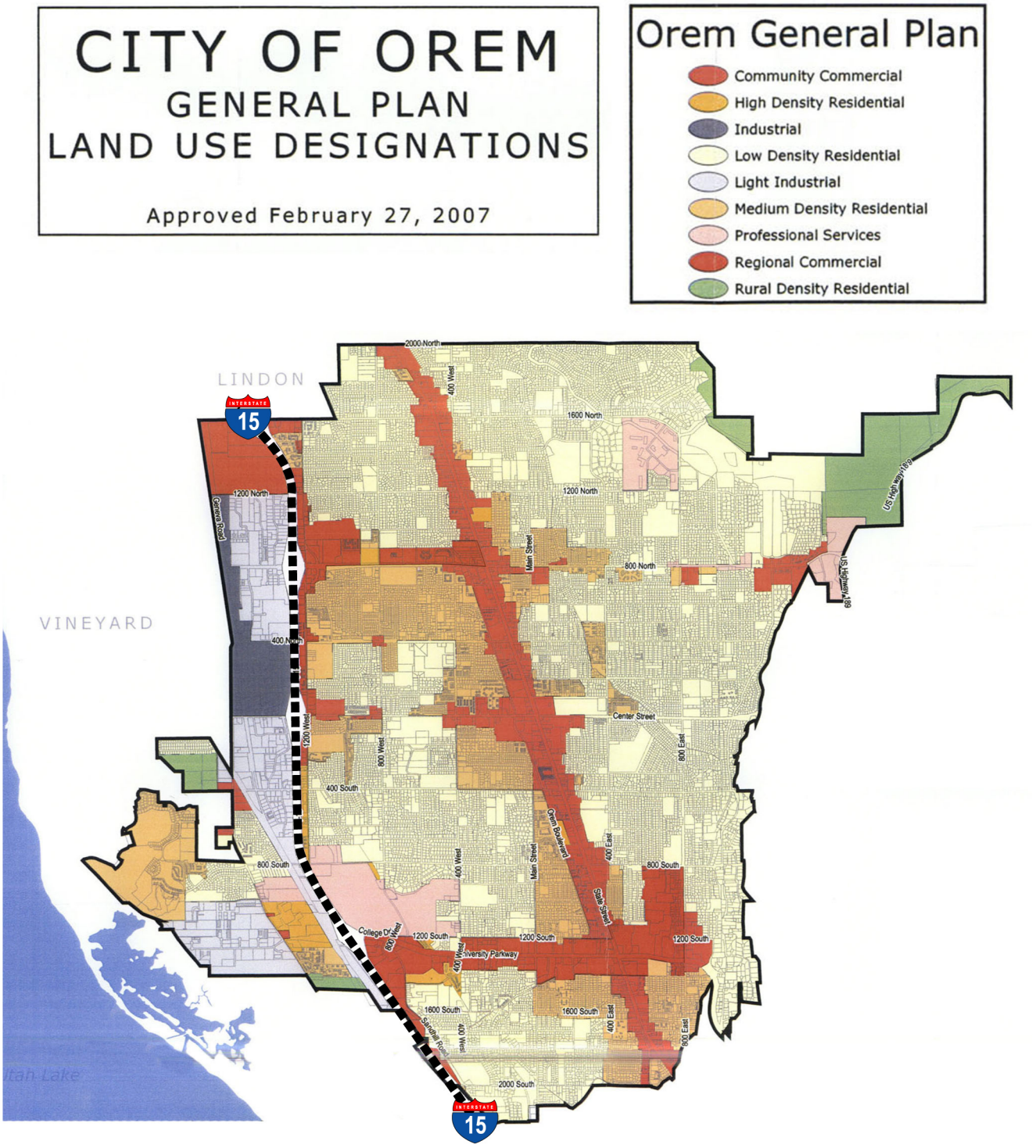
Provo City General Plan

LEGEND: See Map

I-15

Source:
Provo City Website, 2007; URL: http://www.provo.org/comdev.gp_map65.html

N



NO SCALE

Figure 3.1-10
Orem General Plan

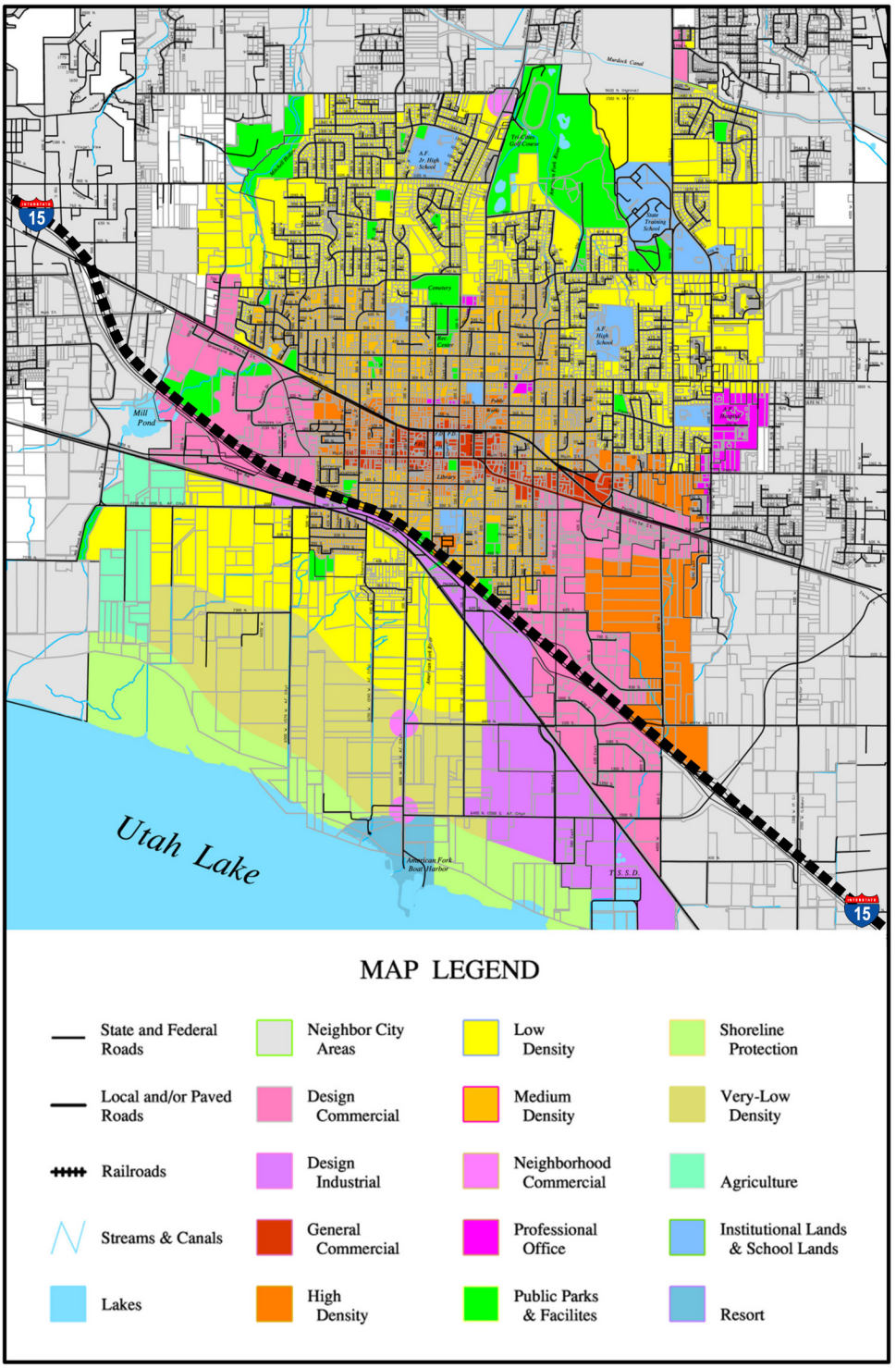
LEGEND: See Map

I-15

Source:
Orem City, 2007

N

AMERICAN FORK CITY - LAND USE PLAN



NO SCALE

Figure 3.1-11

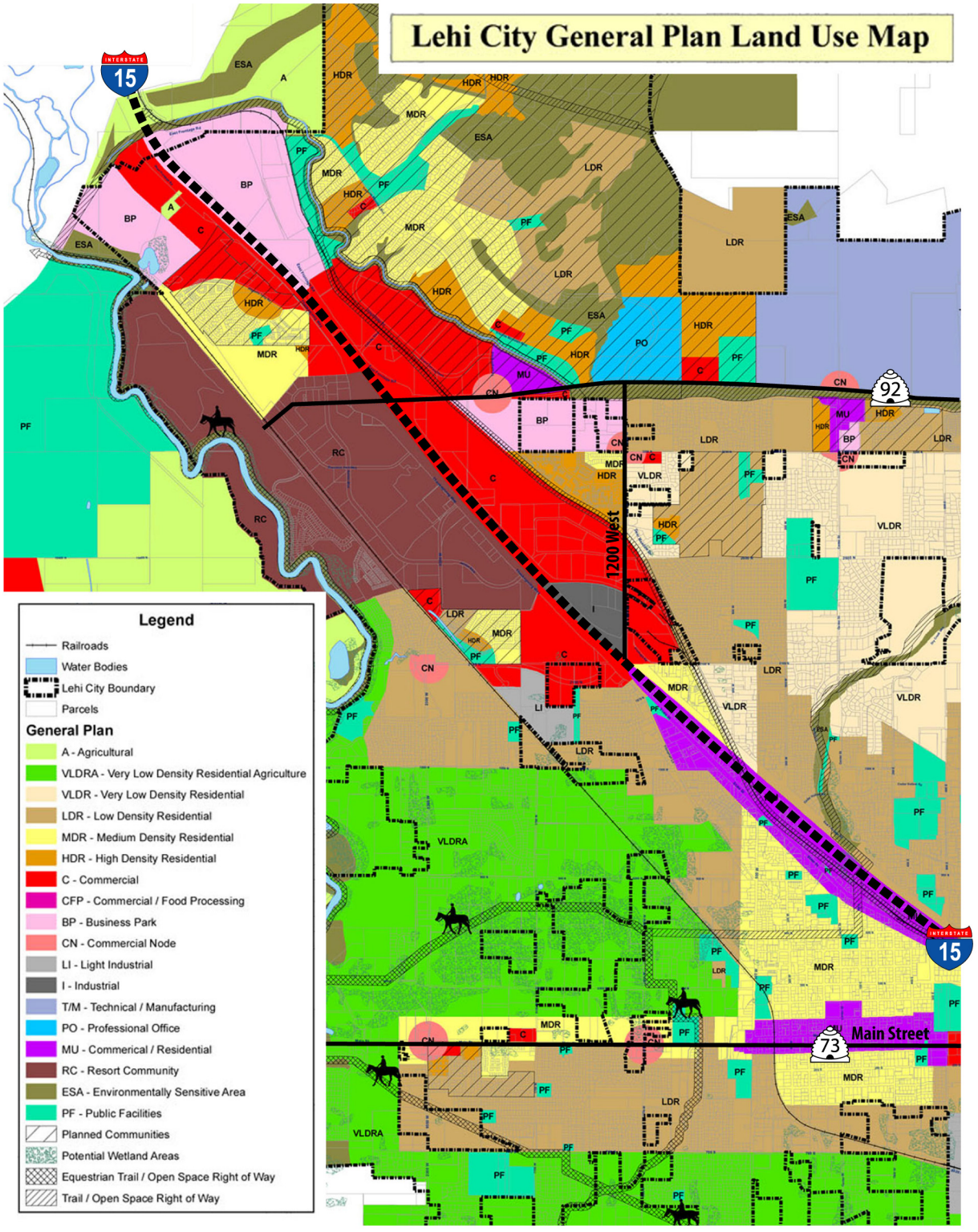
American Fork City General Plan

LEGEND: See Map

I-15

Source:
American Fork City Website, 2007; URL: http://www.afcity.com/DE_Planning.asp

N



NO SCALE

Figure 3.1-12

Lehi City General Plan

LEGEND: See Map

I-15

Source:
Lehi City Website, 2007; URL: http://www.lehicity.com/planning/maps.shp

N

3.2 Social, Demographics and Community Cohesion

This section addresses the existing social, demographic, and community structure of the I-15 corridor and the impacts of I-15 alternatives on these characteristics and community facilities. The social and demographics analysis is based on data obtained from the U.S. Census Bureau (2000 data set), U.S. Bureau of Labor and Statistics, Utah Governor's Office of Planning and Budget (GOPB), and Utah and Salt Lake counties, web based map resources and field visits.

3.2.1 Affected Environment

This section discusses demographic characteristics including population, households, age, disability status, transit dependency, and community cohesion.

The information provided in this section reflects the most recent data available, including data from the 2000 U.S. Census for population, households, age, disability status, and transit dependency (US Census, 2000). Population estimates from the Census Bureau's 2005 American Community Survey (ACS) provide data at the county level and is used to illustrate population trends over time. Unlike the 2000 Census, population numbers from the 2005 ACS do not include institutionalized populations (dormitories, prisons, etc).

3.2.1.1 Demographics

Population and Households

As of 2005, the combined population of Utah and Salt Lake counties was 1,424,725, representing 56 percent of the population of the State of Utah (GOPB, 2005).

Population in the two counties has grown substantially over the past fifteen years, as shown in Table 3.2-1. The majority of that growth was in Utah County, where population increased 72 percent since 1990 from 263,590 to 453,977 in 2005. Growth in Salt Lake County increased 34 percent since 1990, from 725,956 to 970,748 in 2005.

The total households in Utah and Salt Lake counties were 464,941 in 2005 (ACS, 2005). The U.S. Census reported that 83 percent of households in the project corridor were comprised of two or more people.

The GOPB has developed population projections for districts and counties in Utah. Table 3.2-1 shows projected population growth and Figure 3.2-1 shows the number of households and total population from 2000 through the predicted population in 2030.

Table 3.2-1: Historical and Projected Population Growth

	1990	2005	2015	2020	2030	Average Annual Rate of Change 2005 - 2030
State of Utah	1,722,850	2,528,926	2,833,337	3,486,218	4,086,319	1.8%
Salt Lake County	725,956	970,748	1,053,258	1,230,817	1,381,519	1.2%
Utah County	263,590	453,977	527,502	661,319	804,112	2.3%

Source: (Census 1990 and GOPB, 2005)

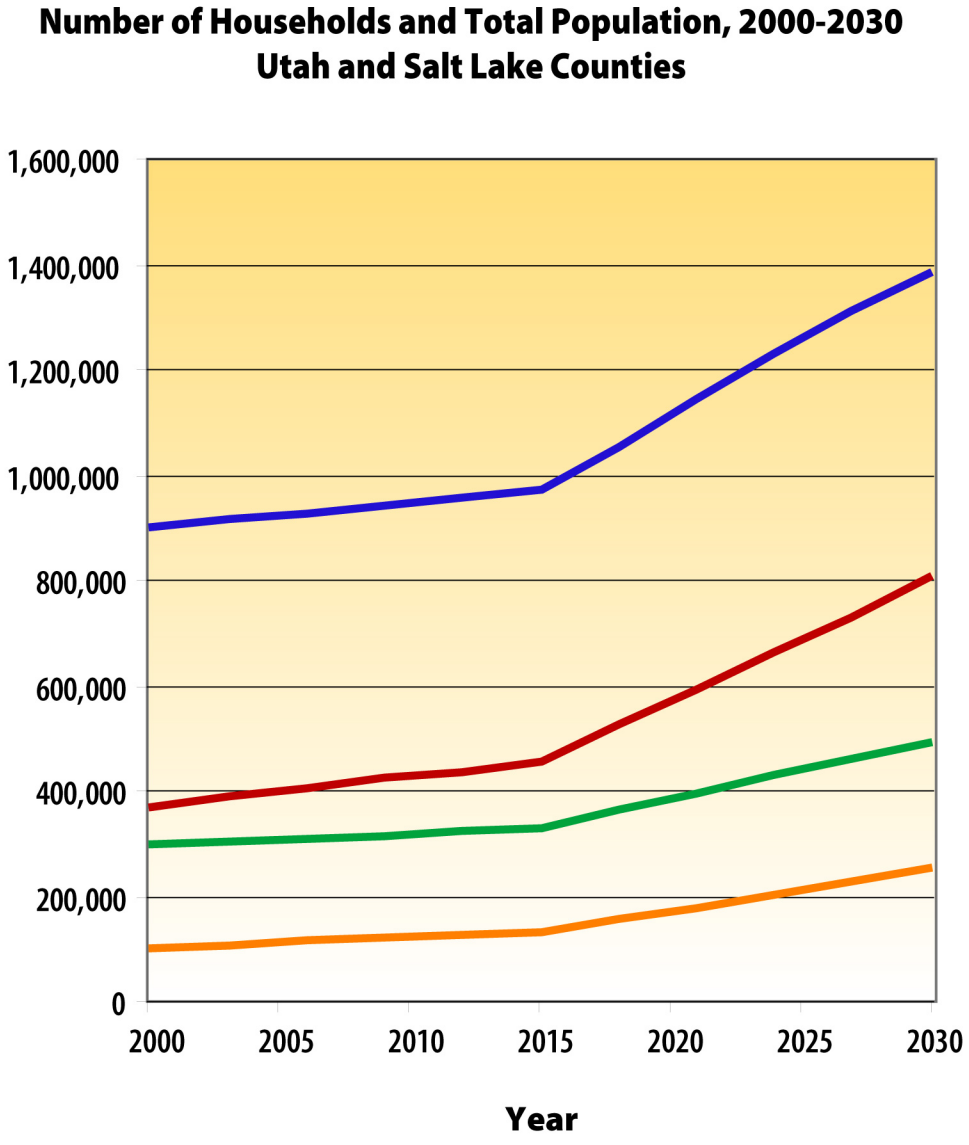


Figure 3.2-1

Household and Population Growth, 2000 to 2030

LEGEND:

Salt Lake County Households

Utah County Households

Salt Lake County Total Population

Utah County Total Population

Source: Governor's Office of Planning and Budget

Age

According to the 2000 U.S. Census, 60 percent of the population in Utah and Salt Lake counties was between the ages of 18 and 64. In 2005, this portion of the population grew to over 80 percent of the total population (ACS, 2005). Elderly persons, aged 65 and older, comprised 7.59 percent of the population in the two counties in 2000, and dropped slightly to 7.48 percent in 2005 (ACS, 2005).

Transit Dependency

In the two counties, a large proportion of households have at least one vehicle available for personal use according to the 2000 Census. In Utah County, 3 percent of households reported they did not have a vehicle available for their use. Approximately 6 percent of the residents in Salt Lake County had no private vehicles, and were reliant on public transit for most of their transportation needs.

3.2.1.2 Community Facilities and Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood or community, including commitment to the community, strong attachment to institutions and use of community facilities. Cohesion can be greatly affected by the physical layout of the community and the transportation network.

The I-15 corridor passes through and provides access to several incorporated cities and unincorporated sections of Utah and Salt Lake counties. I-15 was built in the 1960s and many of the towns and communities in the area were incorporated in the 19th and early 20th centuries and existed well before the freeway was constructed. Over the years, travel between communities in Utah and Salt Lake counties has been facilitated by the freeway such that it has helped provide a primary connection between the communities it serves. In many cases, communities have developed around the interstate and community facilities were located in part to take advantage of the connectivity that I-15 provides between communities.

Schools and Libraries

Schools are important public facilities that serve as learning centers and focal points for community activities that contribute to both neighborhoods and community cohesion. Several schools have been identified along the project corridor. Most of these are public elementary, middle and/or high schools. In addition to school facilities, two library services are also located near I-15 in the project area. Table 3.2-2 lists schools and libraries in the project area.

Brigham Young University (BYU) and Utah Valley State College formerly UVSC, are located within the City of Provo and the City of Orem respectively. UVSC abuts I-15 and BYU is located more than one-half mile from I-15.

Table 3.2-2: Schools and Libraries

Name	Location	Address
Schools		
Payson Middle School	Payson	851 W. 450 S.
Wilson Elementary School	Payson	590 W. 500 S.
Taylor Elementary School	Payson	92 S. 500 W.
Starbright Pre School	Payson	174 N. 200 W.
Barnett Elementary School	Payson	456 N. 300 E.
Brockbank Elementary School	Spanish Fork	340 W. 500 N.
Spanish Fork High School	Spanish Fork	99 N. 300 W.
American Heritage School	Spanish Fork	185 E. 400 N.
Westridge Elementary School	Provo	1720 W. 1460 N.
Provo College	Provo	1450 W. 820 N.
Independence High School	Provo	636 Independence Avenue
Franklin Elementary School	Provo	350 S. 600 W.
Utah Valley State College	Orem	800 W University Parkway
Bonneville Elementary School	Orem	1245 N. 800 W.
East Shore High School	Orem	1551 W. 1000 S.
Vineyard Elementary School	Orem	620 E. Holdaway Rd.
Greenwood Elementary School	American Fork	50 E. 200 S.
Lehi Elementary School	Lehi	765 N. Center St.
Sego Lily Elementary School	Lehi	550 E. 900 N.
Meadow Elementary School	Lehi	176 S. 500 W.
Lehi Senior High School	Lehi	180 N. 500 E.
Lehi Junior High	Lehi	700 Cedar Hollow Rd.
Skaggs Catholic High School	Draper	300 E. 11800 S.
Libraries		
Payson Public Library	Payson	66 S. Main St.
City of American Fork Library	American Fork	64 S. 100 E.
Lehi Public Library	Lehi	120 N. Center St.

Sources: Google Maps, 2007f, Nebo School District, 2007, Provo School District, 2007, Alpine School District, 2007, UVSC 2007, Skaggs Catholic School, 2007, Starbright Preschool, 2007, American Heritage School, 2007.

Religious Institutions

Churches provide places of worship and function as valuable meeting and social gathering locations. Numerous church and religious institutions are located in the jurisdictions along the project corridor. Churches within one-half mile of the project corridor are listed in Table 3.2-3.

Table 3.2-3: Religious Institutions

Name	Location	Address
LDS Church	Spanish Fork	360 N. 650 W.
LDS Church	Spanish Fork	505 E. 900 N.
LDS Church	Spanish Fork	99 N. 920 W
LDS Church	Spanish Fork	585 N. Main Street
Provo Bible Church	Provo	131 N. 1600 W.
Rock Canyon Assembly of God	Provo	1200 Towne Center Blvd.
LDS Church	Provo	888 S. Freedom Blvd.
LDS Church	Provo	131 S. 1600 W.
LDS Church	Provo	1700 N. Geneva Rd.
LDS Church	Provo	1066 W. 200 N.
LDS Church	Provo	1402 S. 570 W.
LDS Church	Provo	424 W. 1200 S.
LDS Church	Provo	1090 W. 1020 S.
LDS Church	Provo	610 W. 300 S
LDS Church	Provo	1850 W. 1600 N.
LDS Church	Provo	2225 W. 620 N.
LDS Church	Provo	1122 Grand Ave.
Calvary Chapel of Utah Valley	Orem	1228 W. 1200 N.
Victory Baptist Church	Orem	300 S. 1200 W.
LDS Church	Orem	1105 W. 600 S.
LDS Church	Orem	800 S. Geneva Rd.
LDS Church	Orem	1160 W. 400 S.
LDS Church	Orem	891 W. 130 N.
LDS Church	Orem	1075 W. 1100 N.
LDS Church	Orem	1546 N. 1100 W.
LDS Church	Lindon	610 W. 100 S.
Light House Baptist Church	American Fork	712 S. Utah Valley Dr.
LDS Church	American Fork	381 S. 300 E.
LDS Church	American Fork	165 N. 350 W.
LDS Church	Lehi	481 E. 300 N.
LDS Church	Lehi	1364 W. 1870 N.
LDS Church	Lehi	851 N. 1200 E.
LDS Church	Lehi	1149 N. 300W.
LDS Church	Lehi	1364 W. 1870 N.
LDS Church	Lehi	2150 N. Point Meadow Dr.
LDS Church	Lehi	150 E. 1500 N.
LDS Church	Lehi	481 E. 300 N.
LDS Church	Lehi	1920 N. 500 W.
Adventure Foursquare Church	Draper	352 W. 12300 S.
South Mountain Community Church	Draper	12411 S. 265 W.

Sources: Google Maps, 2007c, Church of Jesus Christ of Latterday Saints, 2007.

Parks

Parks are key recreational sites for local communities and provide important amenity and open space values. Many public parks are located along the project corridor. Several park facilities close to I-15 are clustered in the cities of American Fork and Provo. Parks within one-half mile of the project corridor are identified in the Table 3.2-4.

Table 3.2-4: Parks

Name	Location	Address
Hillman Park	Payson	800 W. 800 S.
Spanish Fork Water Park	Spanish Fork	199 N. 300 W.
North Park	Spanish Fork	507 E. 1000 N.
Reserves at East Bay (golf course)	Provo	1860 S. 380 E.
West Park	Provo	1700 W. 100 N.
Sunset View Park	Provo	525 S. 1600 W.
Footprinter's Park	Provo	1150 S. 1350 W.
Fort Utah Park	Provo	200 N. Geneva Road
Powerline Park	Provo	500 W. 1400 S.
West Park	Provo	1700 W. 100 N.
Paul Ream Wilderness Park	Provo	1600 W. 500 N.
West Park	Provo	1700 W. 100 N.
Community Park	Orem	581 West 165 South
Creekside Park	Lindon	100 South 600 West
Rotary Park	American Fork	400 S. 200 E.
Greenwood Park	American Fork	500 S. 200 E.
Lions Park	American Fork	100 S. 300 W.
Bicentennial Park	American Fork	350 S. Center
J.C. Ball Park	American Fork	400 N. 200 W.
Mountain Meadows Park	American Fork	Storrs Avenue and West 330 S.
Wine's Park	Lehi	500 N. Center St.
Veteran's Ballpark	Lehi	850 W. Main St.
Swimming Pool Park	Lehi	451 E. 200 S.
Centennial Park	Lehi	2250 N. 600 W.
Art Dye Ball Park Complex	Lehi	East 1000 N. and North 600 E/
Thanksgiving Point Golf Course	Lehi	3003 Thanksgiving Way
Salt Lake County Hang Gliding Park	Salt Lake County	15400 South Steep Mountain Rd (100 E.)
Smith Fields Park	Draper	200 E. 13400 S.

Source: Google Maps, 2007e

Cemeteries

Cemeteries are important locations for commemorative activities and help provide a sense of history for many cities and towns. In most jurisdictions in the project corridor, cemeteries are found in locations that are distant from the interstate. Only one cemetery is located near the I-15 corridor: Lehi Cemetery, at 1100 North 400 East.

Community Services and Facilities

Community services are provided at public facilities such as community and senior centers. Social service organizations that provide health and welfare services to the local community, as well as cultural and recreational facilities such as museums and stadiums, are also important community facilities that serve local populations and enhance their communities. The services and facilities identified along the corridor listed in Table 3.2-5

Table 3.2-5: Other Community Facilities

Name	Location	Address
Senior Center	Payson	439 W. Utah Ave.
Robbins Care Center	Payson	984 S. 930 W.
Spanish Fork City Senior Center	Spanish Fork	167 W. Center St.
Springville Museum of Art	Springville	126 E. 400 S.
Provo Pioneer Museum	Provo	560 S. 500 W.
Public School-Community Learning Centers	Provo	962 S. 1100 W.
Food Bank, Community Action Services (United Way)	Provo	815 S. Freedom Blvd.
Community Meditation Center	Provo	817 S. Freedom Blvd.
Community Mediation Center	Orem	800 W. University Pkwy.
City of American Fork Senior Center	American Fork	54 E. Main St.
Dinosaur Museum	Lehi	2929 Thanksgiving Way

Source: Google Maps, 2007d

3.2.2 Alternative 1: No Build Impacts

The demographic characteristics of Utah County and Salt Lake County would not be impacted by Alternative 1 as these are a function of regional, statewide, and national trends. Trends in growth and development, and its associated population growth, would continue as estimated by the Governor's Office of Planning and Budget. Without improvements to I-15, however, increasing traffic congestion along I-15 would worsen, as discussed in Chapter 1 Purpose and Need of this EIS. This congestion, including that on the east/west surface streets that cross and interface with I-15, may affect residents' ability to access facilities within their communities and to travel between communities.

No community facilities would be adversely impacted by Alternative 1.

3.2.3 Alternative 4: I-15 Widening and Reconstruction

The demographic characteristics of Utah County and Salt Lake County would not be impacted by Alternative 4 as these are a function of regional, statewide, and national trends. Trends in growth and development, and its associated population growth, would be expected to continue as estimated by the GOPB.

The communities through which I-15 passes and which it serves have generally developed around the existing highway since its construction. Social networks, transportation patterns and other contributors to positive community cohesion have largely been established around the existing highway so the proposed changes to I-15 would have little impact to community cohesion and transportation patterns.

Options A and C in the Provo/Orem area include a new interchange at Orem 800 South. A new interchange would change travel patterns and would generally have positive impacts on existing social networks and community cohesion. With a new access to I-15 at this location, and the new connection to Geneva Road across I-15, travel patterns would change to take advantage of both accesses to I-15 and access across I-15. The increased accessibility across I-15 would enhance community cohesion and access to community facilities and services. It would also facilitate emergency service providers. Options B and D do not include the new interchange, therefore Options B and D will not provide additional connectivity across I-15.

Since the publication of the DEIS, the Joint Lead Agencies have chosen a Preferred Alternative. In the Provo/Orem area, the Preferred Alternative includes Option D, which does not include an Orem 800 South interchange.

Options A, B and C at American Fork Main Street would all maintain the existing community connectivity across I-15.

The construction of a new interchange in North Lehi would have a similar positive impact. As the area served by this new interchange is relatively undeveloped, the new access to and across I-15 would facilitate the enhancement of social networks and community cohesion as the lands on either side of I-15 develop.

Alternative 4 includes provision for pedestrian and bicycle facilities via reconstructed interchanges, new interchanges, and crossings of riparian areas, as described in Section 3.10 of this chapter. This additional connectivity would serve to strengthen community cohesion by facilitating I-15 crossing opportunities for these alternative modes.

The relocations of homes and businesses that would result from Alternative 4, as documented in "Section 3.4 Relocations" of this EIS, are distributed along the 43-mile corridor and are not concentrated in any one community or neighborhood. The relocation of 15 residential units and 36 businesses from the Preferred Alternative is therefore not expected to change the overall social structure of the adjacent communities. The loss of 15 housing units along the I-15 corridor represents a negligible percent of the total 117,000 housing units in Utah County in 2003 (U.S. Census 2003). The businesses have the option of relocation within the local community or at another location that has proximity to I-15. There would be temporary impacts to those individuals and businesses whose homes and businesses would be relocated.

There would be no adverse impacts to parks and recreation facilities.

3.2.3.1 Indirect Impacts

There would be no indirect impacts to Social, Demographics or Community Cohesion.

3.2.4 Mitigation

A maintenance of traffic (MOT) plan, emergency services plan, a proactive public information program and a media relations plan will be developed and implemented to keep travelers and businesses advised.

To improve community cohesion, the final design of each I-15 interchange will provide for east/west pedestrian/bicycle access across I-15. The type of facility will be determined during design and may be a multi-use sidewalk, a sidewalk for pedestrians, and/or on-street lane for bicyclists. Although MPO and local plans do not show I-15 crossings at each I-15 interchange, it is reasonable to provide for a connection across I-15 to facilitate east-west movement and to increase connections between communities. The provision of these connections is consistent with UDOT policy with regard to Context Sensitive Solutions (CSS).